A Plan to Connect Baltimore

What is BaltimoreLink?

- **Improve** service quality and reliability

- **Maximize** access to high-frequency transit

- **Strengthen** connections between the MTA's bus and rail routes

- **Align** the network with existing and emerging job centers

- **Involve** riders, employees, communities, and elected officials in the planning process
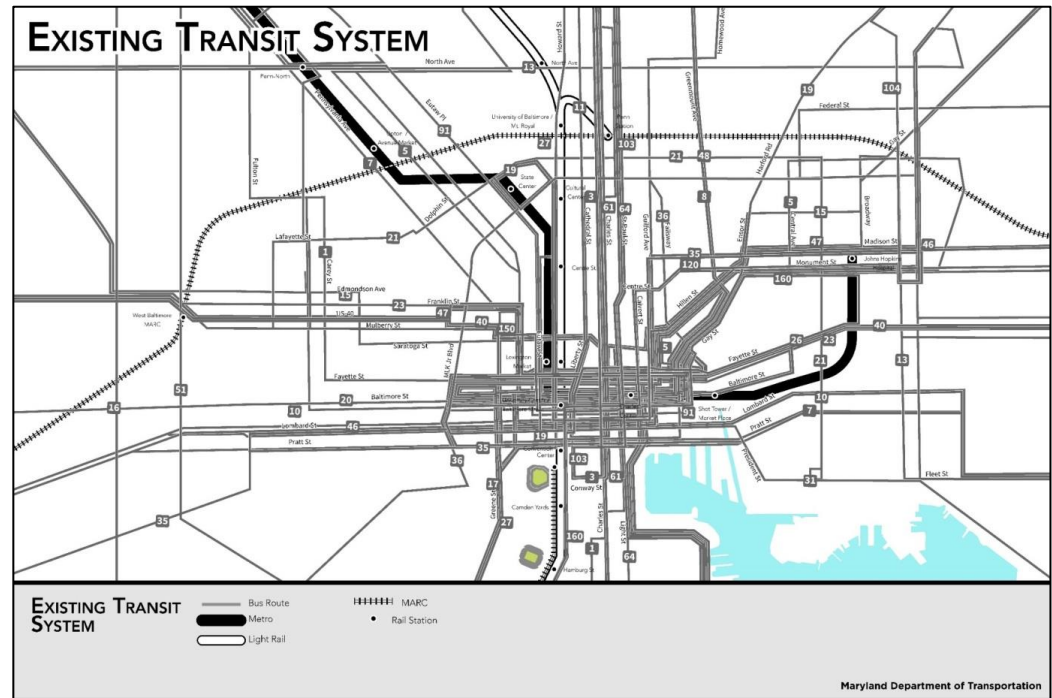
Linking
Modes
Places
People

Improving
Safety
Efficiency
Reliability
Customer Service

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Existing Service

We've heard the existing transit system is…

- ➢ Broken
- ➢ Disconnected
- ➢ Crowded
- ➢ Unclean
- ➢ Unreliable
- ➢ Not connected to jobs

Major Problems:
- **Lengthy Routes** – Long east-west and north-south routes
- **Highly Congested** – Buses bottleneck due to network design
- **Unreliable** – Network design hinders MTA's ability to provide reliable service

The Solution - The BaltimoreLink Network

- **High-frequency** routes into and throughout urban core
  - Color-coded routes
  - All lines access Downtown
  - 24 hours of service per day
  - Designed to connect to all other CityLink routes and to Rail Stations
- **Local** Routes connecting to CityLink routes
  - Neighborhood connectivity
  - Suburb-to-urban core connectivity
- **Limited stop** routes into urban core and suburb-to-suburb
 - Connecting to Regional Job Centers and Downtown

To be integrated seamlessly with:

METRO SUBWAY LINK   LIGHT RAIL LINK   MOBILITY LINK

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1st Draft Outreach

October 2015 – February 2016

- **13** public workshops and **4** pop-ups
- over **790** attendees
- **24** elected officials briefed
- **26** stakeholder and community group meetings

- BaltimoreLink Outreach built upon the effort accomplished as part of the 2013 Baltimore Network Improvement Project (BNIP)

- MTA gathered over 1,280 comments from 67 key events

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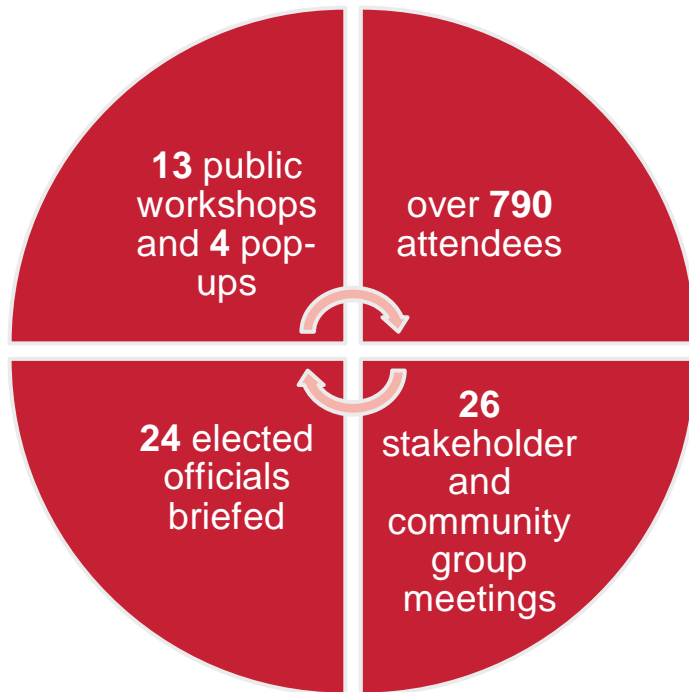
1st Draft Outreach

Comment Submittal and Topic

61% submitted online
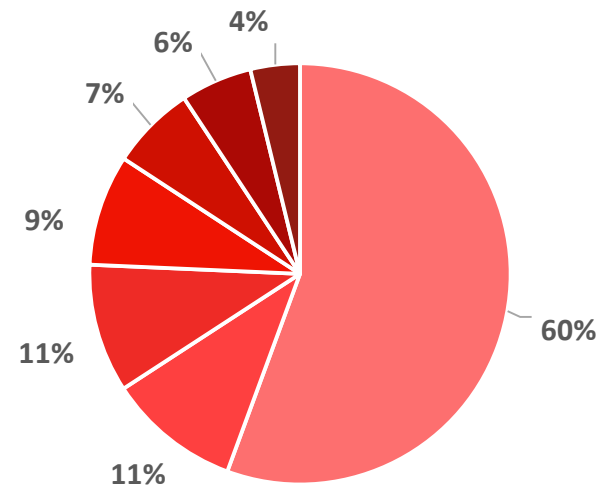(mySideWalk or Survey Monkey)

24% submitted comment form

15% submitted in other formats
(hotline, email, verbal, or other)

- The majority of comments were about specific routes, forced transfers, and safety/cleanliness of the proposal

- 60% Specific BaltimoreLink Route Proposal
- 11% Forced Transfer
- 11% Safety/Cleanliness
- 9% Information/ Resources
- 7% New Service Area Request
- 6% Schools/School Children
- 4% Other

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Public Impact on 2nd Draft

You spoke. We listened.

We adjusted **56 of the 65** first draft routes as a direct response to public feedback.

The **2nd Draft** BaltimoreLink network reflects some modifications that the public desires while maintaining the new hub and spoke, high-frequency core model

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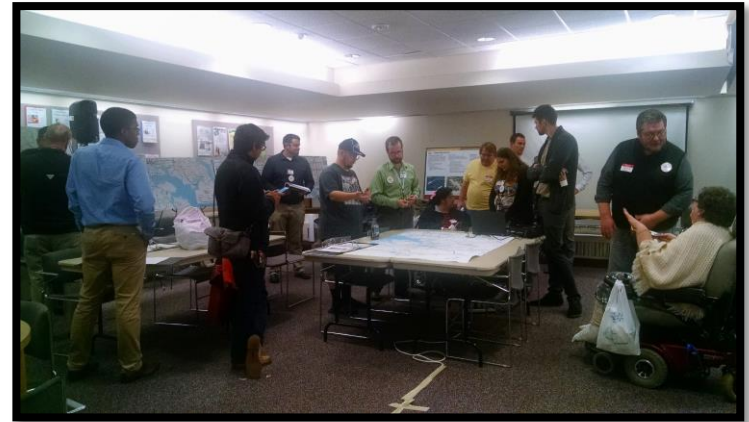
Public Impact on 2nd Draft – Significant Changes

- **Greenmount Ave.** (Current Route 8 and 48) – reintroducing CityLink Red to serve the entire corridor

- **Garrison Blvd. and Edmondson Ave.** (Current Routes 91 and 15) – reintroducing connection to downtown

- **Eastern Ave.** (Current Route 10) – reintroducing CityLink Navy to serve Eastern Ave. in Highlandtown

- **Express Services** Reintroducing current routes 103, 115, 119, 120 and 160

- **Falls Rd, Roland Ave., N. Charles St., and Philadelphia Rd.** (Current routes 27, 61, 11, 35) – reintroducing existing services

- **North Ave.** (Current Route 13) – Corridor-long CityLink Gold service

- **Harford Rd.** (Current Route 19) – reintroduced as LocalLink 19

- **Patapsco Station and Annapolis** (Current Route 14) – keeping a one seat ride

- **White Marsh Mall and Middle River** – (New LocalLink 61) New one-seat ride

- **Curtis Bay** (Current Route 64) – Improved transfers to Light Rail

- **Southwest and Northeast Baltimore** (Current Route 36) – Improved connections between CityLinks Yellow and Green

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Measuring the New System

- Partners:

  - Baltimore Metropolitan Council (BMC)

    - Method: Regional travel demand model

    - Measured: Transfers, travel time and access to jobs

  - Maryland Department of Planning (MDP)

    - Method: GIS mapping

    - Measured: Frequent Transit Network and population group access to human services

What Will Not Change
You spoke. We listened.

Minimal Change to Daily Transfer Rate

With the BaltimoreLink system, the average daily transfer rate in the region changes by less than 2%.

53% Of trips will require zero transfers.

35% Of trips will require one transfer.

12% Of trips will require two or more transfers.

Average Transit Travel Time of 52 Minutes

On average, a transit trip will take 52 minutes under BaltimoreLink, including time to access the bus stop, waiting time, time on the vehicle, and any necessary transfers. This is the same average transit travel time as on the current MTA system.

The transfer rate measurement is based off of ridership patterns and is driven by a projected increase in mid-day trips.

Additionally, the transfer experience under BaltimoreLink will be eased with better frequencies on many routes, increased reliability, and improved wayfinding.

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What Will Improve
Increasing Access to Transit

33,600 More People with Access to Transit

Under BaltimoreLink, an estimated 33,600 additional people – a 4% increase over the existing system – will be within 1/4 mile of transit.

60,700 More People with Access to Frequent Transit

Under BaltimoreLink, an estimated 60,700 additional people – a 15% increase over the existing system – will be within 1/4 mile of the frequent transit network. **The Frequent Transit Network is defined as any BaltimoreLink (CityLink and select LocalLink) route that operates every 15 minutes or less during peak and midday periods.**

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What Will Improve

Increasing Access to Jobs

Households will have Better Access to Jobs

Within the MTA service area, the average number of jobs accessible within 30 minutes on transit increases by 20%. The average number of jobs accessible within 45 minutes increases by 12%, and the average number of jobs accessible within an hour increases by 8%.

+20%
More jobs, on average, are accessible within 30 minutes or less.

+12%
More jobs, on average, are accessible within 45 minutes.

+8%
More jobs, on average, are accessible within 60 minutes.

34,400 More Jobs will have Access to Frequent Transit

Under BaltimoreLink, an estimated 34,400 additional jobs – a 14% increase over the existing system – will be within 1/4 mile of the Frequent Transit Network.

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What Will Improve
Increasing Access to Services

Better Access to Services in the Region

BaltimoreLink is designed to provide **more frequent transit** to those educational institutions and health services that people need the most.
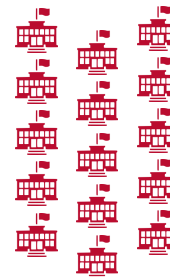
+5 **Hospitals**	**+7** **Pharmacies**	**+12** **Supermarkets**	**+15** **Public Schools**	**+4** **Libraries**
+56%	**+6%**	**+24%**	**+13%**	**+22%**

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What Will Improve
Increasing Accessibility

Frequent Transit Network

- **16.4%** More Persons with Disabilities
- **12.7%** More Seniors
- **14.3%** More Youths
- **14.9% More Access for All**

0.0%   5.0%   10.0%   15.0%   20.0%

Whole Network

- **2.6%** More Persons with Disabilities
- **4.1%** More Seniors
- **3.2%** More Youths
- **3.6% More Access for All**

0.0%   5.0%

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What Will Improve
Increasing Accessibility

MARYLAND DEPARTMENT OF
PLANNING

Frequent Transit Network

- **12.6%** More Carless Households
- **15.6%** More Single Vehicle Households
- **13.1%** More Households with Incomes under $20,000

0.0%   5.0%   10.0%   15.0%   20.0%

Whole Network

- **1.4%** More Carless Households
- **3.8%** More Single Vehicle Households
- **2.3%** More Households with Incomes under $20,000

0.0%   5.0%

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What Will Improve

Preserving Daily Transfer Rate and Travel Times

33,600 More People with Access to Transit

Households will have Better Access to Jobs

Better Access to Services in the Region

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What Will Improve

- ## Bus Stop Signage

  - New signage will provide better destination information in a clear, easy-to-use fashion

- ## Bus Vehicle Branding

  - New buses with BaltimoreLink branding will make the system more uniform with cohesive design and color elements
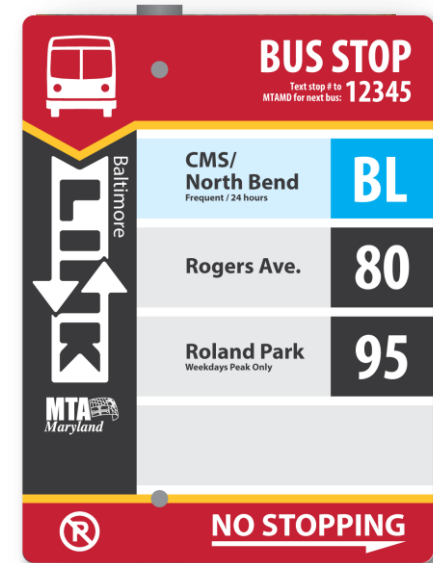
Note: Draft Image

What Will Improve

Bus Stop Optimization

- Spacing
  - Industry standards corresponding with density, land use and route type
  - Exceptions based on trip generators (medical centers, assisted living facilities, etc.)

- Pedestrian Safety
  - Examining curb ramps, crosswalks, sidewalks, lighting, etc.
  - ADA Compliance

- Amenities
  - Shelters
 - Collaboration with partners (City for benches, SHA for trash cans)

MTA is currently performing field assessments of existing and proposed bus stops. Pending network modifications, a final list will be available this fall.

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What Will Improve

Capital Investments

✓ **Making the System More Reliable**
✓ **Helping Buses Move More Efficiently**
✓ **Improving the Customer Experience**

Transit Signal Priority
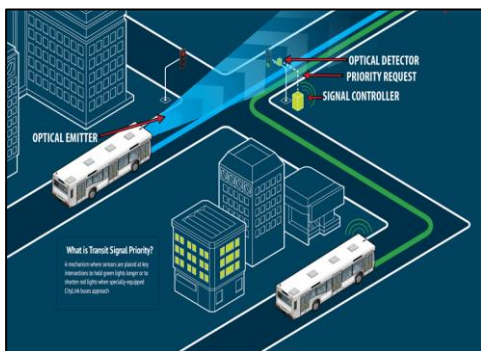
- Hardware and software to enable active priority for buses
- Approaching buses can trigger a shorter red light or longer green light
- Focusing on CityLink corridors and major pinch points

Dedicated Lanes

- Red painted lanes and "BUS LANE" striping
- Focusing on corridors with multiple CityLink routes to keep people moving

Transfer Facilities

- Transit facilities, transfer areas, layovers, and optimized bus stops
- Improved or new signs, schedules, trash bins, benches, shelters, canopies, TVMs, and other amenities

What Will Improve

Capital Investments

Transfer Facility Locations

- West Baltimore MARC station
- North Ave between Charles and St. Paul
- Penn-North Metro Station
- Courthouse (Broadway/Harford)
- Bayview Hospital
- Charles Center Metro Station
- Lexington Market (Eutaw St)
- Penn Station
- State Center
- North Ave Light Rail Station

Streetscape improvements for pedestrian safety

Improved signage to facilitate wayfinding and ease transfers

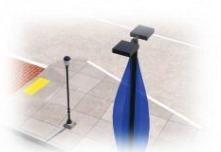**Real Time Information Signage** so riders know when buses will arrive

Sheltered waiting areas to protect riders from the elements

Ticket vending machines to allow riders to pre-purchase fare cards

Improved bicycle storage

Enhanced lighting and **ornamental fencing** to increase safety and security

Closed-circuit television cameras to increase rider safety

Trash receptacles

Note that photos are for illustrative purposes only and do not necessarily represent actual transfer facilities.

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What Will Improve
Increasing Transportation Options

Bike Share – Baltimore City's Bike Share provider, Bewegen, will be rolling out Bike Share as early as September 2016 with locations at or adjacent to about 10 MTA rail facilities. Additionally, MTA is improving bike parking at all rail stations.

Car Share – To be added to more than 20 MARC Train, Light RailLink, and Metro SubwayLink parking facilities

Commuter Bus – 3 new routes that connect Baltimore City residents to regional employers

- New service between Baltimore and Aberdeen Proving Ground
- New service between Baltimore and Annapolis/Kent Island
- New service between Baltimore and Columbia/Howard County

Locally Operated Transit Support – Increasing funding where improved, local connections are needed.

- **Charm City Circulator** – Increased funding for three years
- **Fort Meade Shuttle** – Additional funding for the Regional Transit Authority (RTA) to operate a shuttle connecting the Savage and Odenton MARC Stations.

Microtransit – A pilot program of this emerging, scaled down version of mass transit that provides a shared, on-demand, and tech-enabled ride.

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Local Analysis – BWI Airport and A. A. County

Current Service

- **MTA 14** (Patapsco to Jumper's Hole or Annapolis)
- **MTA 17** (Patapsco to Parkway Center via BWI Airport and Arundel Mills)
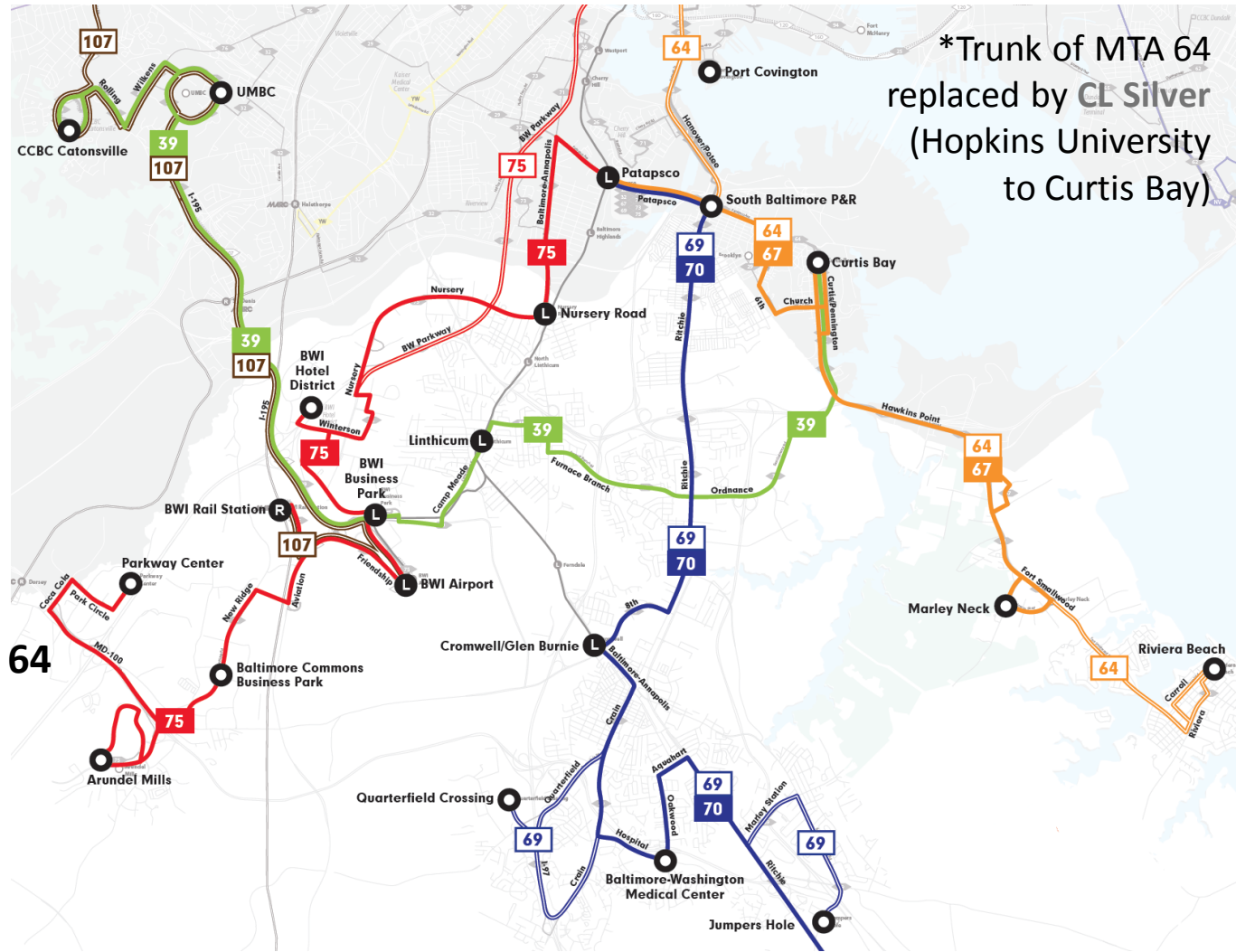- **MTA 64** (Station North to Curtis Bay, Marley Neck, or Riviera Beach)
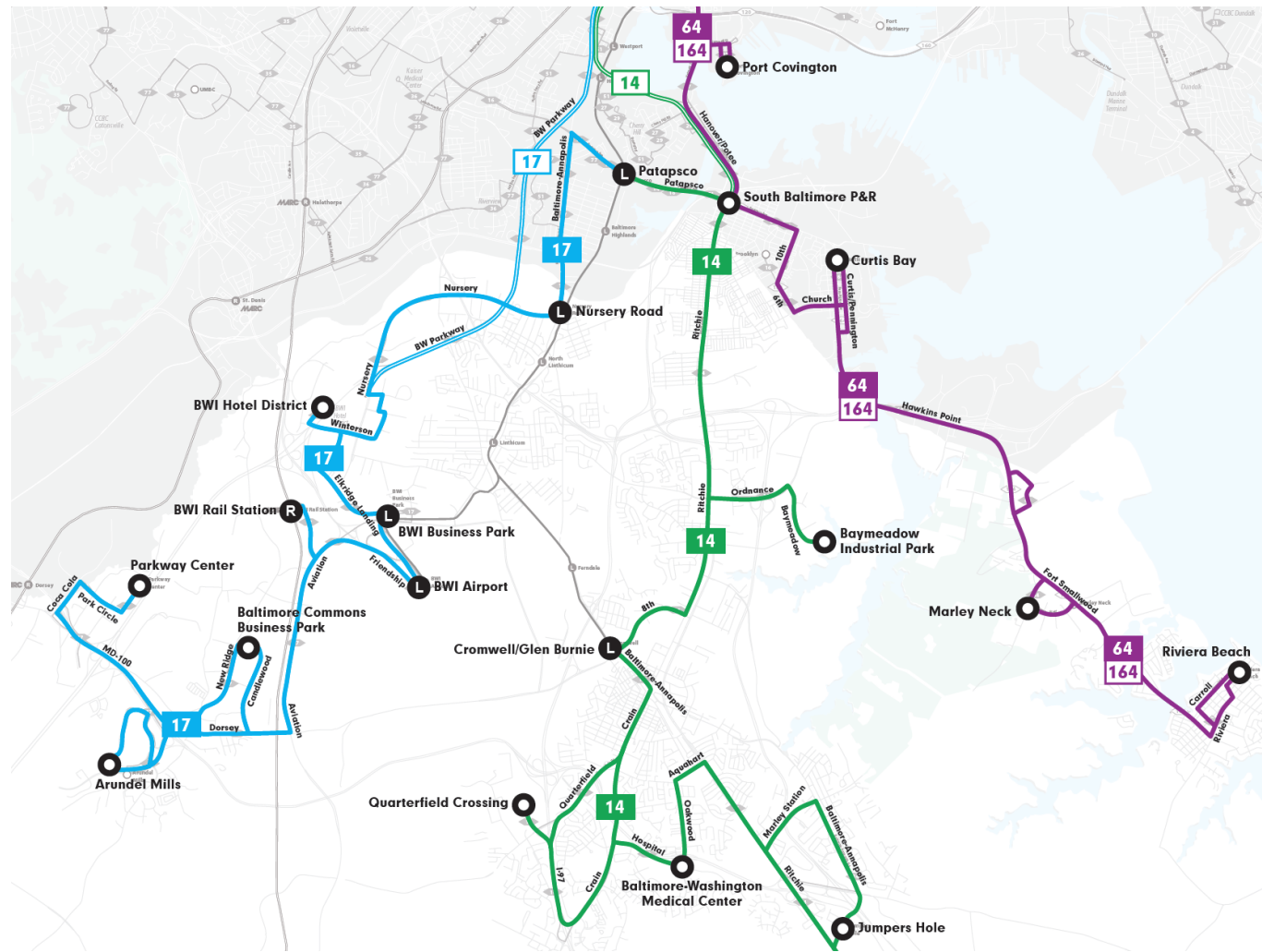
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Local Analysis – BWI Airport and A. A. County

Proposed Service

- **MTA 14 ➡ LocalLink (LL) 69 and 70**
  LL 69: Patapsco to Jumper's Hole
  LL 70: Patapsco to Annapolis

- **MTA 17 ➡ LL 75**
  Patapsco to Parkway Center via BWI Airport and Arundel Mills

- **MTA 64* ➡ LL 67 and 64**
  LL 67: Patapsco to Marley Neck
  LL 64: Downtown to Riviera Beach

*Trunk of MTA 64 replaced by **CL Silver** (Hopkins University to Curtis Bay)

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Local Analysis – Proposed Services

Highlights of improvements upon existing MTA bus service:

- MTA 51 (Rogers Ave. Metro to Patapsco LR via Cherry Hill or Baltimore Highlands) is split into LL 73 (Patapsco LR to Downtown via Baltimore Highlands) and LL 26 (Port Covington to Mondawmin Metro) to improve reliability

- MTA 77 (Old Court Metro to Patapsco LR) is split into LL 37 (Old Court Metro to UMBC) and LL 32 (Walbrook Junction to Patapsco LR via UMBC) to improve reliability

- Express BusLink 107 replaces MTA 99 as an express service from BWI Airport to Old Court Metro via UMBC, CCBC Catonsville, and Woodlawn

- LL 75 improves MTA 17's service to Baltimore Commons Business Park by traveling along more of New Ridge Rd. rather than Aviation Blvd. (all trips will now operate via Baltimore Commons)

- LL 39 provides new crosstown service from Curtis Bay to CCBC Catonsville via Linthicum LR, BWI Business Park LR, and UMBC

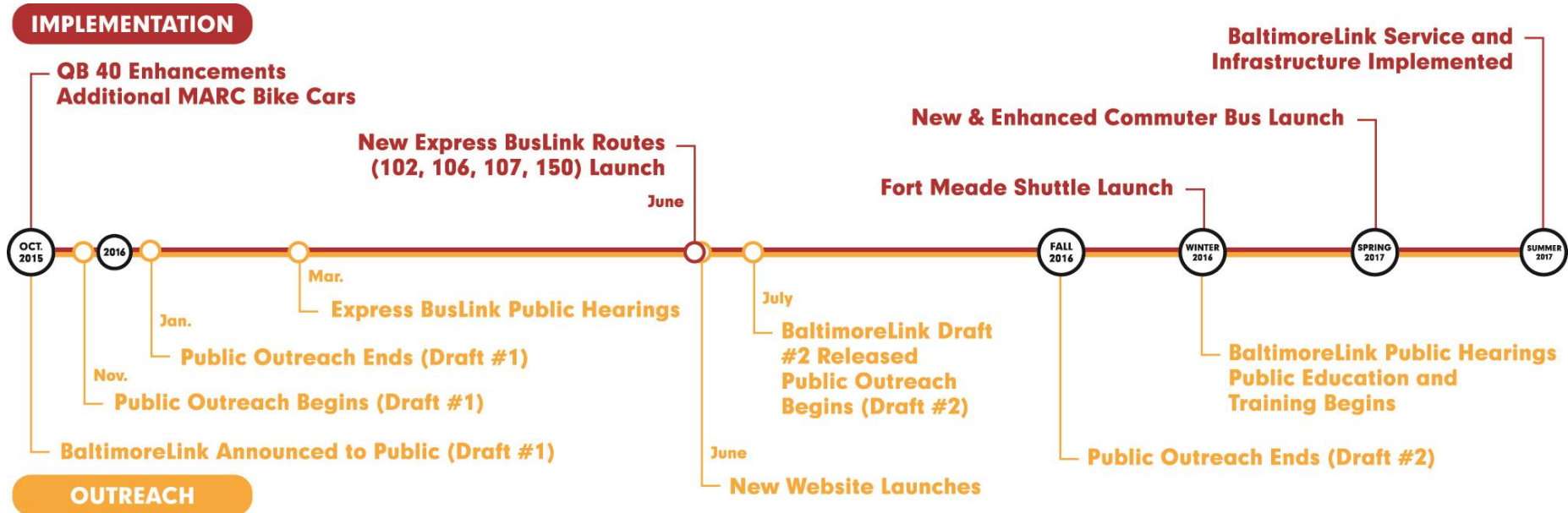- MTA 64 is split into **CL Silver**, LL 67, and LL 64 to improve reliability

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Local Analysis – Proposed Services

Major Changes since Draft 1 in response to Your Feedback:

- Late night service to UM Medical Center reintroduced to LL 75

- Previously-proposed LL 67 (Curtis Bay to Riviera Beach) is split into LL 64 (Downtown to Riviera Beach) and LL 67 (Patapsco LR to Marley Neck) to retain one-seat ride from Riviera Beach to Downtown

- LL 70 extended from Cromwell LR to Patapsco LR

- Previously-proposed EL 107 (Patapsco LR to Odenton MARC via Cromwell LR) dropped due to low ridership projections

  - Current EL 107 is a replacement for MTA 99

- Previously-proposed EL 105 (White Marsh to BWI Airport) dropped in favor of retaining MTA 120 (White Marsh to Downtown) due to community feedback

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BaltimoreLink Project Timeline

IMPLEMENTATION

QB 40 Enhancements
Additional MARC Bike Cars

New Express BusLink Routes
(102, 106, 107, 150) Launch
June

BaltimoreLink Service and
Infrastructure Implemented

New & Enhanced Commuter Bus Launch

Fort Meade Shuttle Launch

OCT. 2015 | 2016 | Mar. | FALL 2016 | WINTER 2016 | SPRING 2017 | SUMMER 2017

Jan.
Express BusLink Public Hearings

Nov.
Public Outreach Ends (Draft #1)

July
BaltimoreLink Draft
#2 Released
Public Outreach
Begins (Draft #2)

BaltimoreLink Public Hearings
Public Education and
Training Begins

Public Outreach Begins (Draft #1)

BaltimoreLink Announced to Public (Draft #1)

June
New Website Launches

Public Outreach Ends (Draft #2)

OUTREACH

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More Ways to Learn About your Route

You spoke. We listened.

What is a Route Sheet?

- Route specific information on route alignment, levels of service and other valuable information

**What details are provided?**

- Route name

- Route type

- Route end points

- Span of service

- Service frequency (M-F, Sat & Sun)

- Connections to rail and CityLink services

- Points of interest served

- Current routes

- Route Map

More Tools to Help You

You spoke. We listened.

Trip Planner

- Compare existing street routing for a given route side-by-side with its BaltimoreLink replacement. Double-click on the map for origins and destinations, or type these in manually
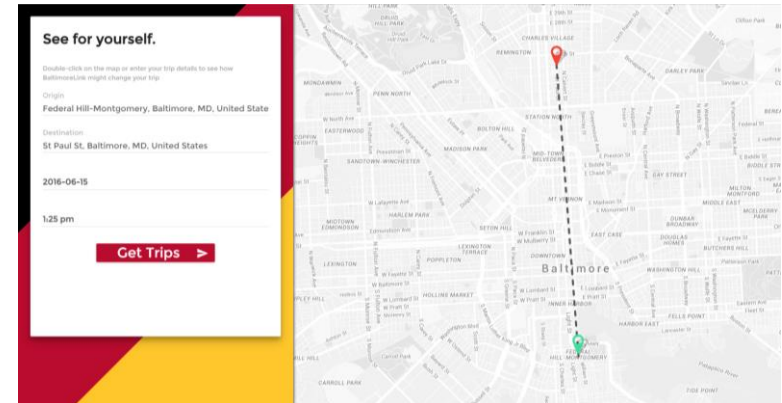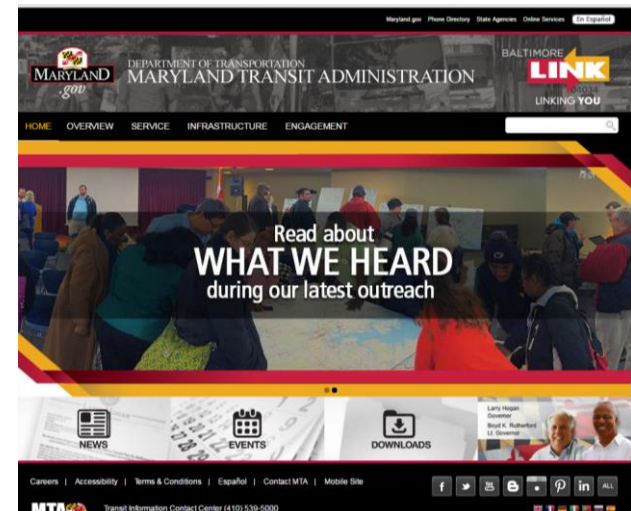
Google Map

- Interactive Google system map allows you to zoom in on the updated network and view various routes and their frequencies

New Website

- Access BaltimoreLink information easier by reading project updates, finding events in your area and downloading presentations and reports

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How to Get Involved

1. **Attend a public workshop**

2. **Call the Hotline: 410-454-1998 and leave us a message**

3. **Engage in discussions on mtamaryland.mysidewalk.com**

4. **Compare your transit trips with the BaltimoreLink comparative trip planner**

5. **Submit a comment on BaltimoreLink.com**

6. **Spread the word!**

Submit Comment Cards Here

Transportation Improvement Plan Comment Form

BaltimoreLink
Like 6 Share Visit Website
6 people like this

Posts 6
About
Places
People
Impact

Want more ways to weigh in?
Explore other profiles, projects and posts in your area, and start sharing your own ideas.

See who else is on mySidewalk ▷

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